

# CHINA

THE

# MAIL.

Established February, 1846,

With which is incorporated The "Hongkong Evening Mail and Shipping List." Published every Evening.

VOL. XXXV. No. 5058. 號三十一九九年九十七百八千一英

HONGKONG, TUESDAY, SEPTEMBER 23, 1879.

日八初月八年卯己

PRICE, \$24 PER ANNUM.

## AGENTS FOR THE CHINA MAIL.

LONDON.—F. ALGAR, 8, Clement's Lane, Lombard Street, GEORGE STREET & Co., 30, Cornhill, GORDON & GOTCH, Ludgate Circus, H. C. BATES, HERDY & Co., 4, Old Jewry, H. C. SAMUEL DEAN & Co., 180 & 184, Leadenhall Street.

PARIS AND EUROPE.—LEON DE ROSY, 19, Rue Monsieur, Paris.

NEW YORK.—ANDREW WIND, 133, Nassau Street.

AUSTRALIA, TASMANIA, AND NEW ZEALAND.—GORDON & GOTCH, Melbourne and Sydney.

SAN FRANCISCO and American Ports generally.—BEAM & BLACK, San Francisco.

SINGAPORE AND STRAITS.—SAYLE & Co., Square, Singapore. C. HEINZEN & Co., Manila.

CHINA.—MACAO, MESSRS A. A. DE MELLO & Co., SANTOS, CAMPBELL & Co., AMY, WILSON, NICHOLLS & Co., FODDIE, HEDGE & Co., Shanghai, LANE, CRAWFORD & Co., and KELLY & WALSH, Yokohama, LANE, CRAWFORD & Co.

## Banks.

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL, 5,000,000 Dollars. RESERVE FUND, 1,400,000 Dollars.

COURT OF DIRECTORS.

Chairman—W. H. FORBES, Esq. Deputy Chairman—Hon. W. KESWICK.

J. R. BELLISS, Esq. WILHELM REINERS, H. L. DALMUYPLE, Esq. F. D. SAMSON, Esq. H. HOPPIUS, Esq. W. S. YOUNG, Esq. A. MOIWER, Esq.

CHIEF MANAGER. Hongkong, THOMAS JACKSON, Esq.

MANAGER. Shanghai, EVER CAMERON, Esq.

London BANKERS.—London and County Bank.

HONGKONG. INTEREST ALLOWED.

ON Current Deposit Account at the rate of 2 per cent. per annum on the daily balance.

For Fixed Deposits:

For 3 months, 3 per cent. per annum.

" 6 " 4 per cent. "

" 12 " 5 per cent. "

Local Bills Discounted.

Credits granted on approved Securities, and every description of Banking and Exchange business transacted.

Drafts, granted on London, and the chief Commercial places in Europe, India, Australia, America, China and Japan.

T. JACKSON, Chief Manager.

Offices of the Corporation, No. 1, Queen's Road East. Hongkong, August 16, 1879.

## NOTICE.

ORIENTAL BANK CORPORATION.

THE AGENCY of this BANK at Foo-  
chow will be CLOSED and WITH-  
DRAWN from 1st July next.

CURRENT DEPOSIT ACCOUNTS and FIXED DEPOSIT RECEIPTS will be PAID there AT ONCE with INTEREST to Date, or transferred to this Branch at the Exchange of the Day at the option of Constituents.

GEO. O. SCOTT, P. Manager.

Oriental Bank Corporation, Hongkong, May 23, 1879.

## COMPTOIR D'ESCOMPT DE PARIS.

(Incorporated 7th & 18th March, 1848.)

RECOGNISED by the INTERNATIONAL CONVENTION of 30th April, 1862.

CAPITAL FULLY PAID-UP, £3,200,000. RESERVE FUND, £3,000,000.

HEAD OFFICE—14, Rue Breguet, PARIS.

AGENTS and BRANCHES at:

LONDON, BOURBON, SAN FRANCISCO, MARSEILLE, BOMBAY, HONGKONG, LYON, CALCUTTA, HANKOW, NANTES, SHANGHAI, FOOCHOW.

LONDON BANKERS:  
THE BANK OF ENGLAND.  
THE UNION BANK OF LONDON.

The Hongkong Agency received Fixed Deposits on Terms to be ascertained on application, grants Drafts and Credits on all parts of the World, and transacts every description of Banking Exchange Business.

E. G. VOUILLEMONTE, Manager, Shanghai, Hongkong, May 20, 1879.

## Bank.

ORIENTAL BANK CORPORATION.  
(Incorporated by Royal Charter.)

PAID-UP CAPITAL, £1,500,000.

DATES OF INTEREST ALLOWED ON DE-  
POSITS.

At 3 months' notice 3 1/4 per Annum.

" 6 " 4 1/2 " "

" 12 " 5 " "

Current Accounts kept on Terms which

may be learnt on application.

GEO. O. SCOTT,  
Acting Manager.

Oriental Bank Corporation,

Hongkong, September 4, 1879.

CHARTERED MERCANTILE BANK OF INDIA, LONDON & CHINA.

(Incorporated by Royal Charter.)

THE following Rates of Interest are

allowed on FIXED DEPOSITS:

For 12 months, 5 per cent. per annum.

" 6 " 4 per cent. "

" 3 " 2 per cent. "

H. H. NELSON,  
Manager.

Hongkong, May 31, 1879.

CHARTERED BANK OF INDIA, AUSTRALIA, AND CHINA.

CAPITAL, £300,000. RESERVE FUND, £150,000.

Bankers.

THE BANK OF ENGLAND.

THE CITY BANK.

THE NATIONAL BANK OF SCOTLAND.

THE BANK'S BRANCH in HONGKONG grants Drafts on London and the Chief Commercial places in Europe and the East; buys and receives for collection Bills of Exchange, and conducts all kinds of Banking and Exchange Business.

RATES OF INTEREST ALLOWED ON DE-  
POSITS.

On CURRENT ACCOUNTS, 2 per cent. per

annum on the daily balance.

On FIXED DEPOSITS.

For 3 months, 3 per cent. per annum.

" 6 " 4 per cent. "

" 12 " 5 per cent. "

NOTICES of FIRMS.

## NOTICE.

FROM the 1st of OCTOBER,

DE EASTLACKE will receive his

PATIENTS at his new DENTAL ROOMS,

No. 50, Queen's Road Central, over the

MEDICAL HALL.

Hongkong, September 23, 1879.

## NOTICE.

FROM the 1st of OCTOBER,

DE EASTLACKE will receive his

PATIENTS at his new DENTAL ROOMS,

No. 50, Queen's Road Central, over the

MEDICAL HALL.

Hongkong, September 23, 1879.

AUCTIONS.

PUBLIC AUCTION.

TO BE SOLD by PUBLIC AUCTION, shortly, on a day to be hereafter named, unless previously disposed of by private contract.

THE HONGKONG DISTILLERY,

Situate at East Point, Hongkong, now

in Complete Working Order, and Capable

of Distilling upwards of 2,000

Gallons daily. The Property is of a most

valuable nature, comprising THREE

PIECES of GROUND close to the

water, viz.—Inland Lots Nos. 749, 781

and 782, with the Substantially Built

DWELLING HOUSE and BUSINESS PRE-

MINES, erected specially for the purpose

only a few years since, together with the

MACHINERY, ENGINES, STILLS, VATS,

STOCK, and TRADE FURNITURE and FIT-

TINGS. For further Particulars, apply to

Messrs SHARP, TOLLER, and

JOHNSON, Solicitors, Supreme Court House,

Hongkong, March 5, 1879.

WASHING BOOKS.

(In English and Chinese.)

WASHERMAN'S BOOKS, for the use

of Ladies and Gentlemen, are now

ready at this Office.—Price, \$1 each.

CHINA MAIL Office.

## For Sale.

### FOR SALE.

THEOPHILE ROEDERER & Co's CHAMPAGNE,

awarded the GOLD MEDAL at the PARIS EXHIBITION.

DRY VERZENAY MOUSSEUX:

Quarts.....\$17 per Case of 1 doz.

Pints.....\$18 per Case of 2 doz.

MEYER & Co., Agents.

Hongkong, August 21, 1879. 21fe80

## FOR SALE.

JULES MUMM & Co.'s CHAMPAGNE,

in Quarts and Pints.

GIBB, LIVINGSTON & Co.

Hongkong, May 26, 1879.

## INTIMATES.

HONGKONG, CANTON, AND MACAO

STEAMBOAT COMPANY, LIMITED.

CHINA NAVIGATION COMPANY, LIMITED.

HE Departures of these COMPANIES

STEAMERS on the HONGKONG-CANTON Route will be as under till further

notice, commencing on the 8th Instant:—

KIN SHAN from Hongkong on MON-

DAYS, WEDNESDAYS, FRIDAYS, at 8 a.m.; from

CANTON on TUESDAYS, THURSDAYS,

SATURDAYS, at 8.30 a.m.

ICHANG from Hongkong on TUESDAYS,

THURSDAYS, SATURDAYS, at 8 a.m.; from

CANTON on MONDAYS, WEDNESDAYS, FRIDAYS, at 8.30 a.m.

The POWAN will run as a Nightboat,

leaving Hongkong on MONDAYS, WED-

NESDAYS, FRIDAYS, at 6 p.m.; CANTON on

TUESDAYS, THURSDAYS, SATURDAYS, at

5.30 p.m.

## FOR SALE.

**MacEwen, Frickel & Co.**  
13 QUEEN'S ROAD, AND 22 PRAYA,  
Beg to direct special attention to their well  
selected Stock of  
WINES, SPIRITS, &c.

**CUTLER PALMER & Co.'s "CARTE  
BLANCHE."**  
**HEIDSIC & Co.'s MONOPOLE,**  
Pints and Quarts.  
**A DOLPHE COLLIN'S BOUZY**  
CABINET.  
**M UMM'S (JULES) CHAM-  
PAGNE**, Pints and Quarts.

## POMMERY

## AND

**G RENO'S CHAMPAGNE.**  
**N EYEN'S (BODEN)**  
BOUZY, Pts. & Qts.

**E XTRA SEC**, Quarts.  
CHARLES HEIDSIC'S WHITE SEAL,  
Pints and Quarts.  
**VEUVE CLICQUOT PONSARDIN**, Pints  
and Quarts.  
**THEOPHILE BOEDER & Co.'s VER-  
ZENAY MOUSSEUX**, Pts. & Qts.  
**KRUG'S CHAMPAGNE**, Pints and Quarts.

**MacEwen, Frickel & Co.**  
**CUTLER PALMER & Co.'s CHA-  
TEAU MOUTON.**

**LORMONT**, Pints  
AND Quarts.

**R AUZAN (CHATEAU)**, Pints and Quarts.  
**E RMITAGE LUDON.**

**T HIBEAU (CHATEAU)**, Pints and Quarts.  
**CHATEAU LAROSE (CURCIER AND  
ADET'S)**, Pints and Quarts.  
**CHATEAU LAFITE**, Pints and Quarts.  
**IRENE GRAVES**, Pints and Quarts.  
**BREAKFAST CLARET**, Pts. & Qts.  
**OLD INVALID CLARET**.  
ST. JULIEN, &c., &c.  
BREAKFAST CLARET.

**MacEwen, Frickel & Co.**

**BURGANDY, HOCK, SHERRIES,  
&c.**

Cham-  
bertin, Chablis  
(White), Liebfraumilch,  
Hockheimer, Niersteiner,  
Steinberger Cabinet, Rudesheimer  
Berg, Koninik Victoria, Berg, Cha-  
teau Yquem, Grand vin, Haut Sauterne,  
Marsala, Saccone's Pale Dry White  
Seal Sherry, Yellow Seal Amon-  
tilado Sherry, Cutler Palmer  
and Co.'s Sherry, In-  
valid Port (1848),  
Hunt's Port.

**MacEwen, Frickel & Co.**

**BRANDY, WHISKY, LIQUEURS,  
&c.**

1, 2  
and 3 star  
**HENNESSY'S**  
**BRANDY, LA**  
**GRAND MARQUE**  
**BRANDY, CUTTER**  
**PALMER & Co.'s BRANDY,**  
**ROUVER GUILLET & Co.'s**  
**BRANDY**, 1 to 4 stars, Finest  
Old BOURBON WHISKY, highly  
recommended, KINAHAN'S LL Irish  
WHISKY, JAMISON'S HIGH WHISKY,  
Royal GLENDEF WHISKY, AVH GIN,  
SWAIN'S BOARD and Co.'s OLD TOM  
GIN, LA GRANDE CHARTREUSE,  
Green and Yellow; MARAS-  
CHINO DE ZARA, CURA-  
CAO, Pints and Quarts;  
ANGOSTURA,  
Boecker's and  
ORANGE  
BITTERS,  
&c., &c.,  
&c.

**MacEwen, Frickel & Co.**

BASS' ALE bottled by CAMERON &  
SAUNDERS, Pints and Quarts.  
**GUINNESS'S STOUT** bottled by E.  
& J. BURKE, Pints and Quarts.  
**PILSNER & ST. PAULI BEER** in  
Quarts.  
**DRAUGHT ALE AND PORTER**, by  
the Gallon.  
Fine ALE bottled by MacE. F. & Co.  
ALE AND PORTER in Bulk, (Hhds. &  
KILDERKINS).

**MacEwen, Frickel & Co.**

**FERATED WATERS.**

**SODA WATER,**  
LEMONADE,  
TONIC WATER,  
SARSAFARILLA,  
&c., &c., &c.

The  
Finest Stock  
of CIGARS, CAVITE

CHERoots, PRINCESA  
CHERoots, PRINCESA CIGARS,  
ACROCEROS, VEGUEROS, &c., &c.  
All Specialty Selected. CABLE COIL  
TOBACCO (Very Fine), EM-  
PRESS OF INDIA,  
AND BEST  
NAVY.

**MacEwen, Frickel & Co.**

**CROSSE & BLACKWELL'S,**  
MOIR'S, AND  
AMERICAN HOUSEHOLD STORES.

SHIPS' STORES of every Description.  
HEMP, and COTTON, CANVAS.  
RUSSIAN, MANILA, and WIRE ROPE.  
SAIL-MAKING, and RIGGING promptly  
executed.

**MacEwen, Frickel & Co.**  
Hongkong, September 20, 1870.

## NOTICES TO CONSIGNEES.

COMPAGNIE DES MESSAGERIES  
MARITIMES.

## NOTICE TO CONSIGNEES.

CONSIGNEES of the following cargo  
are requested to send in their Bills of  
Lading to the Underligned for counter-  
signature, and take immediate delivery.  
This cargo has been landed and stored at  
their risk and expense.

No fire insurance has been effected.

## EX PEIHO.

1 parcel Samples, from  
M (in diamond) Shanghai.  
Messrs Tata & Co., 1 parcel Tea Masters,  
from Shanghai.

G. DE CHAMPEAUX,  
Agent.

Hongkong, September 10, 1870.

## NOT RESPONSIBLE FOR DEBTS.

Neither the Captain, the Agents, nor  
Owners will be Responsible for any  
Debt contracted by the Officers or Crew  
of the following Vessels, during their stay  
in Hongkong Harbour:

ALEXANDER YEATS, Canadian ship, Capt.  
J. W. Dunham.—P. & O. S. N. Co.

TWILIGHT, American ship, Capt. W. C.  
Watland.—Douglas, Lapra & Co.

FRIEDRICH, German 3 m. sohr., Captain L.  
Peterson.—Wieland & Co.

KIRKLAND, British barque, Captain T.  
Colledge.—Wieland & Co.

WM. H. DEITZ, American barkentine,  
Capt. Endicott.—Chong Woo.

## TO-DAYS ADVERTISEMENTS.

## FOR MANILA.

The Steamship  
"DIAMANTE,"  
Capt. Thebaud, will be de-  
spatched for the above Port  
TO-MORROW, the 24th Inst., at 2 p.m.

For Freight or Passage, apply to  
RUSSELL & Co.

Hongkong, September 23, 1870. #24

AUSTRALASIAN STEAM NAVIGA-  
TION COMPANY.

FOR PORT DARWIN, COOKTOWN,  
SYDNEY & MELBOURNE,  
Taking cargo and passengers at through  
rates for all Australasian and New  
Zealand Ports,

## TASMANIA, NEW CALEDONIA &amp; FIJI.

The Chartered Steamer  
"THALES,"  
J. PETERS, Commander,  
will be despatched as above  
on MONDAY, the 29th Inst., at 4 p.m.,  
instead of the "Atholl" previously notified.

GEO. R. STEVENS & Co.  
Hongkong, September 23, 1870. #29

## OCEAN STEAMSHIP COMPANY.

FOR SHANGHAI VIA AMOY.  
(Taking cargo and passengers at through  
rates for HANKOW and Ports on  
the YANGTSE.)

The Company's Steamship  
"DEUCAZION,"  
Captain R. J. Brown, will  
be despatched on or about  
the 1st Proximo.

For Freight or Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents.

Hongkong, September 23, 1870.

## NOTICE.

COMPAGNIE DES MESSAGERIES  
MARITIMES,  
PAQUEBOT POSTE FRANCAIS.

The Company's Steamship  
"TANANIS,"  
Command. de la MARQUELE, will  
be despatched for YOKOHAMA  
shortly after the arrival of the next French  
Mail from Europe.

G. DE CHAMPEAUX,  
Agent.

Hongkong, September 23, 1870.

## NOTICE.

COMPAGNIE DES MESSAGERIES  
MARITIMES,  
PAQUEBOT POSTE FRANCAIS.

The Company's Steamship  
"YANGTSE,"  
Commandant, will  
be despatched for SHANGHAI  
shortly after her arrival from Europe.

G. DE CHAMPEAUX,  
Agent.

Hongkong, September 23, 1870.

## SHIPPING.

ARRIVALS.

Sept. 23, Diamante, British steamer, 514,  
E. Thebaud, Amoy Sept. 20, General.—  
RUSSELL & Co.

Sept. 23, Septima, German steamer, 934,  
T. B. Hasseman, Saigon Sept. 17, General.—  
CHINESE.

Sept. 23, Homeow, British barque,  
1/2 A. Dingle, Cardiff May 29, Coal.—  
P. & O. S. N. Co.

## DEPARTURES.

Sept. 23, Elizabeth Childs, for Newchwang.  
25, Theod. Kramm, for Newchwang.  
25, August, for Newchwang.  
23 Chen-to, Chi. R. C. for Swatow.  
23, Harmonie, for Chefoo.  
23, Indus, for Europe, &c.  
23, Sarpedon, for London, &c.

## Cleared.

Claro Babuyan, for Newchwang.  
Hainan, for Hainan.

## PASSENGERS.

## ARRIVED.

Per Diamante, from Amoy, 20 Chinese.  
Per Septima, from Saigon, 60 Chinese.

## DEPARTED.

Per Inus, from Hongkong for South-  
ampton, Mr Jas. Collins, and Mrs Gilbie.  
From Yokohama for Southampton, Capt.  
Alexanderson, and Mr Rose.

## SHIPPING REPORTS.

The British steamer *Diamante* reports:  
Had N.W. wind and S.E. swell throughout.  
Anchored for 30 hours in Nankin Straits,  
and Swatow on account of threatening  
weather.

## POST OFFICE NOTICES.

## MAILS.

will close:—  
For HOIHOW (AND PAKHOI).—  
Per Hainan, at 9.30 a.m., on Wednesday,  
the 24th inst., instead of as previously  
notified.

For SWATOW, AMOY, & FOOCHOW.—  
Per Namoa, at 5 p.m., on Wednesday,  
the 24th inst.

For SWATOW AND AMOY.—  
Per Septima, at 3.30 p.m., on Thursday,  
the 25th inst.

For HOIHOW (AND PAKHOL).—  
Per Conguet, at 5 p.m., on Thursday,  
the 26th inst.

For SAIGON.—  
Per Pendo, at 5 p.m., on Thursday, the  
25th inst.

For BANGKOK.—  
Per Dale, at 5 p.m., on Friday, the 26th  
inst.

For SAIGON.—  
Per Craiglands, at 9 a.m., on Sunday,  
the 28th inst.

For PORT DARWIN, COOKTOWN,  
SYDNEY, MELBOURNE, &c.—  
Per Thales, at 3.30 p.m., on Monday,  
the 29th inst., instead of the *Atholl* previously  
notified.

For PORT DARWIN, COOKTOWN,  
SYDNEY, MELBOURNE, &c.—  
Per Memnur, at 11.30 a.m., on Thurs-  
day, the 9th October.

## MAILS BY THE FRENCH PACKET.

The French Contract Packet *Iraouaddy*  
will be despatched on TUESDAY,  
the 30th Instant, with Mails to and  
through the United Kingdom and Europe, via  
Naples; to Saigon, Straits Settlements, Batavia, Burmah, Ceylon,  
India (via Madras), Australia, Aden, Sey-  
chelles, Réunion, Mauritius, Suez, and Alexandria. This is the best  
opportunity for forwarding Correspondence to E. Africa, the Cape, St. Helena, and Ascension.

The usual hours will be observed in closing  
the Mails, &c.

## MAILS BY THE UNITED STATES PACKET.

The United States Mail Packet *City of  
Peking*, will be despatched on WED-  
NESDAY, the 1st October, with Mails  
for Japan, San Francisco, the United  
States, Canada, Honolulu, Peru, &c.  
which will be closed as follows:—

2.15 P.M.—Registry ceases.

2.30 P.M.—Post-Office closes, but Letters  
(except for Non-Union Countries) may  
be posted on board the Packet with  
Late Fee of 18 cents extra Postage  
until the time of departure.

Correspondence for Non-Union West Indies  
(except the Bahamas and Hayti),  
Monte Video, Paraguay, and Uruguay  
cannot be sent by this route.

Hongkong, September 11, 1870. #101

HOURS OF CLOSING  
THE CONTRACT MAIL.

The following hours are observed in closing  
Mails, &c., by both the British and  
French Contract Packets:—

Day before departure,—  
5 P.M.—Money Order Office closes; Post  
Office closes except the Night Box,  
which remains open all night.

Day of departure,—  
7 A.M.—Post Office opens.

10 A.M.—Registry of Letters ceases.  
Posting of all printed matter and  
patterns ceases.

11 A.M.—Mails closed, except for Late  
Letters.

11.10 A.M.—Letters may be posted with  
Late Fee of 18 cents until

11.30 A.M.—when the Post Office Closes  
entirely.

11.40 A.M.—Late Letters may be posted  
on board the packet with Late Fee of  
18 cents until time of departure.

## MEMOS. FOR TO-MORROW

## Shipping.

10 a.m.—Hainan leaves for Hainan.

2 p.m.—Diamante leaves for Manila.

suggested there should be three, one for each engine at say \$10 per month each. These men would have to live at the engine houses. The 40 Native Policemen as firemen should be abolished. The 30 market coolies at present employed might be retained as part of the force necessary for dragging the engines, &c. The eleven watchmen should be abolished and replaced by say ten natives who would act as firemen, water coolies and watchmen. In addition to the 30 market coolies employed for dragging engines, a reserve force of 120 or more would be required for the same purpose; these can be paid by the job and are always obtainable.

This change of scheme would entail the following establishment:—1 firemaster and engineer, 1 assistant, 1 clerk, 8 assistant engineers, \$600 each, 3 native stokers, \$18 per month each, 10 European firemen at \$40 per month each, 10 native firemen at \$7 per month each, 30 coolies \$1 per month each, in all \$69, whose salaries per annum would be \$10,668, leaving for repairs to appliances and extra coolie hire \$1,832, the rate at 4 per cent per annum yielding \$12,500. With regard to the cost the deputation said:—It will be seen by the foregoing figures that the entire annual income is expended upon maintenance of the Brigade, and it would therefore be necessary to provide for New Engines, &c., and Fire Brigade Buildings by other means. New Engines, unless paid for, as was wanted, by special vote, would probably entail an increase of one-eighth per cent in the rate; this would give \$2,600 annually and make the total rate 4 per cent or \$15,000. The sum of \$2,640 was allowed for in the 1878 estimate as cost of a new engine, so that \$2,500 per annum would probably more than suffice for all such requirements. Fire Brigade Buildings would we presume be paid for under the Heading of Survey or Public Works Department. With regard to appliances they said:—We believe the present Government plan, vizt: 3 Steam Fire Engines and certain Hand Engines (in conjunction with the Brigade and appliances supported by the Local Insurance Companies) to be quite sufficient for the requirements of the Colony. With regard to stations they said:—The present Central Station is in good position for Head Quarters, and there we should propose to retain 2 Steam Engines. It would be desirable to station the 3rd Steam Engine on a higher level (say Hollywood Road), which commands a valuable portion of China town, and would also protect a number of foreign houses on the hill side. Special arrangements, however, for a supply of water would be necessary for an Engine so stationed. With regard to the water supply they could not urge too strongly upon the Government the advisability of adopting the scheme of high level Water Tanks lately recommended by the Commission who deliberated upon this subject. The natural advantages possessed by our City are much greater than those of Manchester and Liverpool, whose water supplies are derived from distant sources, but as being interesting the facts given by the Superintendents of the Fire Brigades of those two cities before a Select Committee of the House of Commons, was summarised in the memo, and attention drawn to the possibility of the Government being able ultimately to diminish the strength and expenses of the Fire Establishment very materially. A small body of trained and experienced firemen is, however, a paramount necessity, otherwise the danger to be apprehended from a large and powerful water supply will be as great as that existing from fire under present circumstances. One of the first things a fireman is taught is that as much damage may be caused by an injudicious use of water as would occur through fire, and the risk to Insurance Companies is perhaps greater from the former than the latter, particularly in Hongkong, where the contents of godowns are of infinitely greater value than the block.

Mr Kewick proceeded to say he thought it would be admitted that there was room for change, and for improvement. The evil effects of fires were not limited to simply the amount of property destroyed. The effect of people's all being destroyed and the families being brought to ruin was so great an evil that it became the Government to carefully consider the best means of limiting it so far as possible. They did not hope that a stop would be put to such fires; that, they knew, was impossible; but they did believe that better endeavours could be made to limit them. They considered, as was shown by the paper, His Excellency had in his hand, that the Fire Brigade was wrongly constructed. The numbers was perhaps too great, they considered it certainly too great, although the expense was not so. The strength of the Brigade as per Blue-Book for 1878 was 126, and the cost of the Brigade in salaries was \$7,428. Of the \$12,000 allowed in the estimate for 1879, \$5000 were for the new engine house and other necessary expenditure, and no increase was given in the present rates. Quoting from the first "remarks" in the memo, submitted to His Excellency, he said it was generally admitted that the chief source of weakness in the present constitution of the Brigade arose from the fact that no less than 72 members out of a grand total of 126, including 30 coolies, are policemen whose duties render their attendance at a fire very doubtful. That fact which weakened the Brigade very much was the basis of the suggestions they placed before His Excellency and the details of which he had handed to His Excellency. It was well known that the success of firemen depended very greatly on each one being prompt and without fail at his task. It was unnecessary that he should go through the suggestions, but it was only right he should say that the deputation had felt very strongly that should a new force be started there should be a firemaster and engineer in one person having full qualification for the post he has to fill. He should be an artisan of a high class, not necessarily a gentleman, but one who could take proper care of the engines, see to the proper organisation and instruction of the Brigade and should be so intimately acquainted with every member as to say whether his duty was properly done or not. The number thought necessary was 59 in all, including the firemaster, according to the scheme established contained in the memo, and the cost it was hoped would not be above the present estimate. That Brigade would be entirely for fire purposes, the men being devoted exclusively to that work and making themselves entirely efficient as firemen. The salaries they estimated would be \$10,668, leaving for appropriation for repairs to appliances and extra coolie hire \$1,832 out of \$12,500, the sum estimated. The expenses of the deputation

considered sufficient. Of the three steam engines only one of them should be stationed in Hollywood Road. He came now to the importance of the water supply, which was important not for fire but for every purpose of life. He believed property would be much more valuable, the people much more healthy, and much more happy were the water supply were adequate. But they now pressed the water supply on the attention of Government more especially as a means of smothering fires. The figures with regard to Liverpool and Manchester were to show how small a number of men great things can be done. A very large number of fires had been successfully dealt with, not only at Manchester, but at Liverpool, where the police are employed as firemen. A small number of men could do more work in such a case if they understood what was required of them, than would be accomplished by a much larger number of men unacquainted with their duty and indiscriminately distributed.

Hon. P. Ryrie said the views Mr Kewick had expressed were exactly his views on the subject. He would only add that even were it found that this proposed new Brigade would be even more costly than it had been estimated by the deputation in their memorandum, the rate-prayers would willingly pay; they would not grumble to pay the rate. In the question of the water supply he had taken considerable interest, as His Excellency was aware, having in his hands with him (the speaker) signature a report on the subject. The water, he certainly considered, was the first and foremost want to be supplied. The general question of water supply they understood His Excellency had already taken in hand. The great question was where the cost was to come from and whether it would be sanctioned. The general plan for improving the water supply of Hongkong would take some time, but he understood the works required for the provision of a full supply of water for the purposes of the fire brigade would not take more than four months in construction. And he certainly expressed his opinion, as he had formerly expressed it in his report, that this water supply should be undertaken as entirely unconnected with the Tytan Tuk scheme. If that scheme was carried out the mains for the supply of water for fires would be none the less necessary. As to supplying every house with a pipe for itself the advisability or necessity of that measure would not be lessened by this scheme being carried out. The supply for the fires should be a distinct system with mains—for that supply only. No other use of these pipes should be made by the Fire Brigade in extinguishing fires, with an occasional flushing out of some quarters. This subject of a special water supply for fires was not by any means new, as His Excellency was aware; he believed it would receive at His Excellency's hand that earnest attention it deserved.

H. E. the Governor, no other gentleman of the deputation desiring to add anything to what had been said, replied. He had never received, since he was appointed Governor of the Colony, any deputation in whose sentiments he so entirely concurred as he did with the views of the deputation now before him, and he might tell them without any circumlocution that he entirely concurred with their views as they had been expressed on the various subjects mentioned. The points they had called attention to had also attracted his notice some time ago. As to the reorganisation of the Fire Brigade, it was most important that they should be a thoroughly competent and skilled man, and he had written to the Secretary of State, before he went to Japan, asking him to consult with Capt. Shaw of the London Fire Brigade as to getting a man out. He had not been unmindful either of the advisability of combining in one person a Chief Engineer and a skilled Head of the Fire Brigade Department, which it was quite possible would be the provision made. The Secretary of State could appropriate £1,000, and he thought that for that sum it was possible a head and an assistant could be provided. It might be £650 to the one, and £350 to the other. That would depend to some extent on Sir Michael Hicks Beach's decision and possibly to some considerable extent on Capt. Shaw's recommendation. He had also had under his consideration the question of the employment of the Police in the Fire Brigade, and he came to the same conclusion as the deputation, that they were not the proper persons to be employed in that work; those who ought to be relied on were the natives,—men who had a special knowledge of buildings. He had at hand certain official correspondence on this question which he would read to the deputation. Mr Creagh, who is at present the head of the Fire Brigade, made a report also in which the same view was embodied. The person who would have had no doubt be sent from England on Captain Shaw's recommendation would be a man thoroughly conversant with the whole manner of dealing with fires and a man of sound practical judgment. To have men of that stamp was most important. Of equally great importance was the question of the water supply. He did not see that he could put the case more clearly than by reading the letter, Mr Creagh's report and his minute on the subject. The letter was dated "Colonial Secretary's Office, April 15th," addressed to Mr Creagh, and was as follows:—

SIR.—His Excellency the Governor is under the impression that on the occasion of the Fire on Christmas night you expressed an opinion that at previous fires the Fire Brigade had a much larger supply of water placed at its disposal. His Excellency will be glad if you will make him a special report on this matter of the relative supply of water on that occasion as compared with other fires, as it is a point of considerable importance.

Mr Creagh's very interesting report he would also read in full:—

SIR.—In reply to your letter No. 430 of 16th April 1878 calling for a report as to the present water supply compared with that of former years, I have the honour to state for His Excellency the Governor's information, first soon after the Fire Brigade was first established in 1868, forty subsidiary fire posts were selected at different points throughout the lower levels of the town, the highest being 1 in Bridges Street. At each of these posts a quantity of hose was kept, together with the necessary appliances for connecting it with the nearest hydrant, and turning on the water in case of fire. These articles were kept in the nearest shop and one of the shopmen periodically instructed in their use. On the

sea level, the hydraulic pressure from the street plugs being sufficient to throw water over the highest houses, these stations were of great value; and fires were on several occasions extinguished by a jet from the hydrant before the arrival of the engines. As far as I remember things were much in this state when I went on furlough in 1871. But on returning from leave I found that during my absence of eighteen months, the pressure on the mains had decreased to such an extent that it was no longer of much use for the purposes of fire extinction; and besides this, the water was now so seldom turned on in the mains that the street plugs could not even be relied on for the small supply of fresh water necessary for the boilers of the steam engines.

I was informed by the then Acting Surveyor General that this change was caused by the large number of new pipes connected with the mains for the supply of Chinese houses in different parts of the town. The dearth of water increased, and towards the end of 1873, by order of the Superintendent of the Fire Brigade, the subsidiary posts were abandoned as useless and the hoses returned to store.

For the last two or three years the hydrant supply has been so precarious that even for supplying the boilers they are seldom resorted to until every other source has failed. By giving previous notice to the turncock a good supply may be obtained from the street plugs in certain parts of the town, but in this case the delay is so great, and the result so uncertain, that its utility is greatly curtailed for the purposes of this Department.

On the 26th April he made the following Minute on the matter:—

Refer this to the Surveyor General, and ask him what steps he can take to restore the water supply to the state it was in a few years ago as described by the Superintendent of the Fire Brigade.

On the 30th April the gentleman to whom he had referred the matter made a very practical report which he would also read:—

There is the same volume of water now as formerly, though of course the allowance per head of inhabitant has diminished by the increase of population since 1868. There was then, as Mr Creagh rightly observes, great pressure on the mains, whereas now there is none at all. This is owing to the practice which was followed without due consideration up to 1873 of indiscriminately granting permits to lay private water pipes to houses from the mains, instead of reserving the whole of the supply for the public hydrants where every rate-payer, rich or poor, could have procured his daily provision on the same footing of equality, while the Government could have retained exclusive control over the pressure for cases of emergency like fire.

At present, the numberless house pipes every where bleeding the mains make it impossible to restore to the latter their former pressure. The chief arteries are in fact in such a state of depletion, that in order to enable the water to travel any distance, it becomes necessary to cut off the rest of the city and to concentrate the whole of the force upon one particular district at a time, each district in its turn being assisted in this manner once during the 24 hours.

Mr Creagh's house-supplies were stopped in 1873 too late to do any good, as enough of them had already been issued to work the present mischief, but as there is so much rebuilding and restoration of house property going on all over Victoria just now, I think the evil might be somewhat lessened in course of time by declining to regrant permits to these new structures: this would be tantamount to calling back former permits issued to the old ones.

The Attorney General remarks that in all equity parties suffering from the fire should be restored as far as possible to their former position, which opinion would naturally meet on general grounds with everybody's concurrence, but on the other hand it should also be weighed whether on the ground of public expediency and looking to the exhausted condition of the public hydrants the Government might not properly avail itself of the opportunity to assist the letter by declining to renew the permits. It is probable that if we had had water enough on Christmas night the fire would not have spread as it did.

But of course the remedy for all this is more water from fresh sources. On that report he made the following Minute:—

The Surveyor General's clear and practical report shows how this deficient water supply for fire brigade purposes has occurred.

I agree with him that we must increase our water supply. Looking at present simply to the question of getting more water for extinguishing fires, I should be glad if he would confer with Mr Creagh the Acting Head of the Fire Brigade and the Honourable P. Ryrie (who has from time to time made valuable suggestions to the Government on this subject), and consider the possibility of utilising more than has hitherto been done the water in the harbour.

As the town of Victoria is built on a slope along the water's edge it might be possible to construct Fire Brigade tanks on the upper levels, or to adopt other means for increasing the supply.

The general conclusions at which he arrived were as follows:—That the supply of water for extinguishing fires in Hongkong is not sufficient. That the Fire Brigade should be placed under the control of a skilled officer. That a competent engineer should be obtained who would devote his whole time to keeping the engines and other apparatus in proper order. That a larger number of permanently paid firemen should be employed. That the system of using hydrants seems to be well suited for the greater part of the town of Victoria.

The following is the report on the high level tank scheme and fire mains:—

The undersigned, having met several times to discuss the question of the insufficiency of water for the extinction of fires in Victoria, now submit as the result of their deliberations the project of high-level tanks and Fire Brigade mains, elaborated by the Surveyor-General in the accompanying plans and estimates.

They are of opinion that the project would receive the support of the Community, and that the outlay of fifty thousand dollars, though large, is one which after the experience of last Christmas Day may properly be recommended to the Executive.

If the Tytan Scheme for an increased water-supply for general use be not feasible,

sible, they consider that, looking to the danger of destruction which house-property continues to incur, no time should be lost in securing a sufficient storage of water, at least for Fire Brigade purposes, and with reference to such a storage they desire to point out that the present proposal of special Fire Brigade mains would be none the less desirable even in the event of the realization of the Tytan Scheme.

By the plan of inter-connected tanks now submitted, it will be possible to concentrate six hundred and thirty thousand gallons on the fire between the Sailors' Home and the City Hall, and as the pressure on the proposed Fire Brigade mains will suffice to send a stream over the tops of the highest houses, the aid of fire-engines will not be required. These, however, would continue to play a most important part in pumping an additional supply from the sea.

The undersigned, however, can only recommend the project now submitted, on the assumption that the most jealous care will be taken to prevent any connexion between the special Fire Brigade mains and the actual water-mains of the city, as such a connexion would be fatal to the project by destroying the pressure which it should be sought to maintain intact at every fire.

The undersigned avail themselves of this opportunity to call the attention of Government to the grave necessity of dredging the Praya foreshore, at certain places already indicated by the Superintendent of the Fire Brigade, to a depth sufficient to admit of fire-engines being usefully employed during the hours of low tide.

J. M. PRICE.  
P. RYRIE.  
C. V. CREEGH.

Hongkong, 17th September, 1879.

From time to time before he went to Japan he had consulted with those who were really the largest householders in the Colony, the Chinese community. I remember remarking that the practice of blowing down houses was a hazardous one, and I promised to take up the question of increasing the water supply and reorganising the Brigade. He had certain plans and estimates prepared of the high level tank scheme. The plans were open to the deputation, and the estimates showed that the work would cost \$50,000. A certain number of tried men were also required for the Brigade. This scheme was certainly one the Colony should undertake. He did not believe it was the duty of the Fire Insurance Companies to undertake the dealing with fires. They had important duties as the agents and representatives of these companies, and they had been within that duty in considering this Fire Brigade question and making the representations they had done. He would be glad to let them have the plans with them for a few days. Without committing himself to the details embodied in the memorandum they had given him, for he would depend very largely as to minor matters on the man who had no doubt would come out from London, he promised the master his best attention.

Mr Kewick said he had intended to call His Excellency's attention to the figures given in the memo, with regard to the cost of the Fire Brigade at Liverpool and Manchester.

In the former, population 476,000, valuable property \$1,750,000, the annual cost was £2,871; and in the latter, area of the city proper 14 square miles, rentals of the city £1,387,815, the total cost of the Fire Establishment was on an average £2,000 a year. They did not for a moment say that here the expense, necessary to obtain efficiency was to be grudged whatever it was, but the figures were quoted simply to show how cheaply it could be done at home. It might be that the expense of organising a really efficient brigade here would be found less than at first it had been estimated at. He thanked His Excellency for the manner in which he had received the deputation and the cordial way in which he had replied to them.

The deputation then withdrew.

#### CORRESPONDENCE.

To the Editor of the "CHINA MAIL."

Sept. 23rd.

SIR.—Will you please allow me space to state that the information in the "Daily Press" of this morning is inaccurate in reference to the steamer "Hainan?"

J. W. CONNER.

#### Police Intelligence.

(Before the Hon. C. B. Plunkett).

Tuesday, Sept. 23.

A LITTLE "EXCITEMENT."

Charles Judd, second officer of the S. S. "City of Peking," was charged by Abraham Livinsky Cohen, a barber, with assaulting him on the 18th inst.

Complainant stated that he was a barber on the "City of Peking." The ship was in dock at Aberdeen, on the 18th inst., and he was taking a walk round the dock about half-past seven the night when the defendant, who is second officer of the ship, came up and said, "We have had a little difference; there is no one here but you, and I want satisfaction from you, as I want to have it out with you," at the same time striking him on the face, and shoulders. Witness was afraid he was going to be knocked into the dock, and called out to one of the saloon watchmen, John De Lacy, who was walking to and fro. He ran towards the Police Station without attempting to strike back. De Lacy called out, "What is the matter?" witness answered, "I am going to the Police Station to have the second officer arrested." He went to the Station and made a report, and was told to take out a summons against the second officer; he returned to the ship and went to bed.

No conversation has taken place between himself and the second officer since the assault was committed; he had no quarrel with the defendant on the day of the assault; his face was slightly swollen by the blow; no mark now remains of the same. In Yokohama harbour he had a quarrel with the defendant, over a trifling matter, and told the defendant he had no authority over him; he then asked if he were a man and squared up to him. Complainant then took up a stool and said "If you touch me I will make it warm for you." The second officer ordered him to lay down the stool, and when the captain came, ceased to threaten him.

John De Lacy said he was a watchman on the "City of Peking"; he remembered hearing the complainant call out his name and say, "Come and see the second mate strike me," and saw him running towards the gangway in a very excited manner and heard him say he was going to the Police Station to charge the second officer with assaulting him; at this time the second officer called out, "What is that fellow hollering out about?" and seemed to be very excited. He saw complainant come on board the ship and did not see any marks on his face.

By Mr Hayllar:—The above is a customary charge, and is always paid. Mr Hayllar produced a deed of assignment (marked N.) dated November 1st 1878 executed by the first defendant under section 162 of the Bankruptcy Ordinance, assigning all his property for the benefit of his creditors to trustees named.

Chan Atsan said he was a clerk and interpreter to Mr W. H. Breton, and was in his employ in November last. He saw the first defendant sign the deed now produced.

No question was put witness by either of the defendants.

Mr Hayllar said that the two documents produced, proved that not only did a conspiracy exist, but forgery had been committed to get preference from the Chinese Government, and that the conspirators came here and got the assistance of the first defendant, who went to the Bankrupt for Wong Kwok Chan for \$3,600, although he then knew perfectly well that Wong Kwok Chan had no money. That the first defendant must have known that he was not Wong On, or he would not have got twenty per cent for his signature. When the plot fails through, the first defendant begins to press Wong Kwok Chan for money, which he never owed or paid. That the first defendant took the witness, Wong Kwok Chan, to the Consulate and made him say that he paid the money, and that his name was Wong On, his only object in doing so being simply to get money out of the young man's father and his wealthy relations; and that the conspiracy was made in this Colony.

## NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.  
PAQUEBOTS POSTE FRANÇAIS.

STEAM FOR  
SAIGON, SINGAPORE, BATAVIA,  
POINT DE GALLE,  
ADEN, SUEZ, ISMAILIA, PORT  
SAID, NAPLES, AND  
MARSEILLES;  
ALSO,  
BOMBAY, MAHE, ST. DENIS, AND  
PORT LOUIS.

ON TUESDAY, the 30th September, 1879, at Noon the Company's S. S. IROUADDY, Commandant MAIE, with MAILED PASSENGERS, SPECIE, and CARGO, will leave this Port for the above places.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted until Noon.

Cargo will be received on board until 4 p.m., Specie and Parcels until 3 p.m. on the 29th September, 1879. (Parcels are not to be sent on board; they must be left at the Agency's Office.)

Contents and value of Packages are required.

For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX,  
agent.

Hongkong, September 17, 1879. se30

## U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH to NEW YORK, via OVERLAND RAILWAYS, and touching AT YOKOHAMA, and SAN FRANCISCO.

THE U. S. Mail Steamship CITY OF PEKING will be despatched for San Francisco, via Yokohama, on WEDNESDAY, the 1st October, at 3 p.m., taking Passengers, and Freight, for Japan, the United States, and Europe.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America by the Company's and connecting Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

On Through PASSAGES to EUROPE, a REDUCTION is granted to OFFICERS of the ARMY and NAVY, and MEMBERS of the CIVIL and CONSULAR SERVICES in COMMISSION.

Freight will be received on board until 4 p.m., the 30th September. Parcel Packages will be received at the office until 5 p.m. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Overland Cargo should be sent to the Company's Offices in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 9, Praya Central.

RUSSELL & Co., Agents.

Hongkong, September 8, 1879. ocl

Occidental & Oriental Steamship Company.

TAKING THROUGH CARGO AND PASSENGERS FOR THE UNITED STATES AND EUROPE, IN CONNECTION WITH THE CENTRAL and

UNION PACIFIC AND CONNECTING RAILROAD COMPANIES AND ATLANTIC STEAMERS.

THE S. S. GAELIC will be despatched for San Francisco via Yokohama, on THURSDAY, October 16th, 1879, at 3 p.m., taking Cargo and Passengers for Japan, the United States, Mexico, Central and South America, and Europe.

Connection is made at Yokohama, with Steamers from Shanghai.

Freight will be received on Board until 4 p.m. of the 15th October. PARCEL PACKAGES will be received at the Office until 5 p.m. same day; all Parcel Packages should be marked to address in full; value of same is required.

A REDUCTION is made on RETURN PASSENGER TICKETS.

Consular Invoices to accompany Overland, Mexican, Central and South American Cargo, should be sent to the Company's Offices addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 37, Queen's Road Central.

H. M. BLANCHARD,  
acting Agent.

Hongkong, September 12, 1879. ocl

## Intimations.

## NOTICE.

KEROSEINE OIL Landed and Stored in FIRST-CLASS GODOWNS constructed expressly for the purpose.

For Terms, apply to RUSSELL & Co. Hongkong, August 26, 1879. se26

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RECORD OF AMERICAN AND FOREIGN SHIPPING.  
Agents,  
ARNHOLD, KARBERG & Co.

Hongkong, Sept. 3, 1879. 3880

## Intimations.

## DENTAL NOTICE.

D. ROGERS will visit SHANGHAI during the Summer Months, leaving HONGKONG on the 1st of April next, and returning about 1st November.

Hongkong, February 10, 1879.

## NEWS FOR HOME.

The Overland China Mail.  
(The oldest Overland Paper in China.)

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Containing from 72 to 84 columns of closely printed matter.

THIS Mail Summary is compiled from the Daily China Mail, is published twice a month on the morning of the English Mail's departure, and is a record of each fortnight's current history of events in China and Japan, contributed in original reports and collated from the journals published at the various ports in those Countries.

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Terms of Advertising, same as in Daily China Mail.

## SAILORS' HOME.

ANY Cast-off CLOTHING, BOOKS, or PAPERS will be thankfully received at the Sailor's Home, West Point.

Hongkong, July 25, 1879.

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NOW READY.

A CHINESE DICTIONARY IN THE CANTONESE DIALECT. Parts I. and II., A to M, with Introduction. Royal 8vo, pp. 404.—By ERNEST JOHN EITEL, Ph.D. Tübingen.

Price: FIVE DOLLARS, or TWO DOLLARS AND A HALF per Part.

To be had from MESSRS LANE, CRAWFORD & CO., Hongkong and Shanghai; and MESSRS KELLY & WALSH, Shanghai.

Hongkong, March 1, 1878.

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ENG-SHUI; or, THE RUDIMENTS OF NATURAL SCIENCE IN CHINA. By Dr. E. J. EITEL. One Volume. 8vo. Price. \$1.50.

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Hongkong, July 31, 1878.

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## TO LET.

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Apply to

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## TO LET.

ON MARINE LOT NO. 65, FIRST-CLASS GRANITE GODOWNS.

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Hongkong, June 3, 1879. Sju80

## NOTICE.

THE Undersigned have been appointed AGENTS to the NEW YORK BOARD OF UNDERWRITERS.

ARNHOLD, KARBERG & Co.

RECORD OF AMERICAN AND FOREIGN SHIPPING.  
Agents,

ARNHOLD, KARBERG & Co.

Hongkong, Sept. 3, 1879. 3880

## Insurances.

CHINESE INSURANCE COMPANY, (LIMITED.)

## NOTICE.

POLICIES granted at current rates on Marine Risks to all parts of the World. In accordance with the Company's Articles of Association, Two Thirds of the Profit, are distributed annually to Contributors whether Shareholders or not, in proportion to the net amount of Premium contributed by each, the remaining third being carried to Reserve Fund.

J. BRADLEY SMITH,

Secretary.

Hongkong, December 9, 1878.

MANCHESTER FIRE ASSURANCE COMPANY OF MANCHESTER AND LONDON.

ESTABLISHED 1824.

Capital of the Company £1,000,000 Sterling of which it paid up £100,000, " Reserve Fund upwards of £120,000, " Annual Income £250,000, "

THE Undersigned have been appointed Agents for the above Company at Hongkong, Canton, Foochow, Shanghai, and Hankow, and are prepared to grant Insurances at current rates.

HOLLIDAY, WISE & CO.

Hongkong, October 15, 1868.

QUEEN FIRE INSURANCE COMPANY.

(FIRE AND LIFE.)

CAPITAL, TWO MILLIONS STERLING.

THE Undersigned are prepared to grant POLICIES against the Risk of FIRE on Buildings or on Goods stored therein, or on Goods on board Vessels and on Hulls of Vessels in Harbour, at the usual Terms and Conditions.

Proposals for Life Assurances will be received, and transmitted to the Directors for their decision.

If required, protection will be granted on first class Lives up to £1000 on a Single Life.

For Rates of Premiums, forms of proposals or any other information, apply to ARNHOLD, KARBERG & CO., Agents, Hongkong & Canton.

Hongkong, January 4, 1867.

NORTH BRITISH & MERCANTILE INSURANCE COMPANY.

Incorporated by Royal Charter and Special Acts of Parliament.

ESTABLISHED 1809.

CAPITAL £2,000,000.

THE Undersigned, AGENTS at Hongkong for the above Company, are prepared to grant POLICIES against FIRE, to the extent of £10,000 on any Building, or on Merchandise in the same, at the usual Rates, subject to a discount of 20 per cent.

GILMAN & CO., Agents.

Hongkong, July 6, 1875.

THE LONDON ASSURANCE

INCORPORATED BY ROYAL CHARTER

of His Majesty King George The First, A. D. 1720.

THE Undersigned having been appointed Agents for the above Corporation are prepared to grant Insurances as follows:—

Marine Department.

Policies issued at current rates payable either here, in London or at the principal Ports of India, China and Australia.

Fire Department.

Policies issued for long or short periods at current rates. A discount of 20% allowed.

Life Department.

Policies issued for sums not exceeding £5,000 at reduced rates.

HOLLIDAY, WISE & CO.

Hongkong, July 25, 1872.

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

HEAD OFFICE—HONGKONG.

AGENCIES at all the Treaty Ports of China and Japan, and at Singapore, Saigon and Penang.

Risks accepted, and Policies of Insurance granted at the rates of Premium current at the above mentioned Ports.

NO CHARGE FOR POLICY FEES.

JAS. B. COUGHTRIE,

Secretary.

Hongkong,